

IN FAVOR OF THE GAS TRUST.

APPLICATION OF PITT BARROWS.
Albany, Feb. 12.—Attorney-General Hancock denied the application of Pitt Barrows for the

beginning of an action against the Central Gas & Electric Company, of New-York, to prevent it from acting in the reorganization of the Chicago Gas Trust. The Attorney-General did not write any opinion denying the application.

proceedings for settling the issue of stock in this State by the Central Trust Company under the proposed reorganization plan for the Gas Trust. The action taken in this case by the counsel for the Central Trust Company was immaterial to the suits already decided in favor of the Reorganization Committee by Judges Binehoff, of New York, and Shawcross, of Illinois. The Central Trust Company's position as trustee for the depositors of the Realty Trusts, and its obligation to return to them the original receipts of the Chicago gas companies is declared to be legal.

GENERAL ROY STONE FOR GOOD ROAD
THE STATE-AID SYSTEM ADVOCATED—OBJECTS
OF FARMERS.

Albany, Feb. 12.—General Roy Stone, who is connected with the United States Agricultural Department, appeared before the Assembly Ways and Means committee this afternoon and advocated the State-aid system for good roads. In referring to the High Road Roads Investigating Committee he stated that no committee of the legislature ever does its work with more care. New York's

road roads. The State of New Jersey had the road system and might well feel proud of what had done. The leading idea in building good roads should be that they might be feeders to the railroads and furnish links into the market towns.

John A. Crocker, of Indianapolis, wished the committee to take into consideration the matter of economy. There was a time when farm land was worth much more than at present. Farm land was unproductive that a farmer now could hardly make a living. This being the case it was most for the State not to take increased taxes for good roads.

TO INSPECT BAKERIES.

ALBANY, Feb. 12.—State Factory Inspector

about State Grain Elevators.

Albany, Feb. 12.—The question of the State tabling grain elevators at New-York and Butte was the subject of another discussion before the Assembly Ways and Means Committee this afternoon. It agreed before the hearing opened that each should have half an hour to present its side of question. The bill is that of Assemblyman Sprueller, of Erie County, and it provides that elevators shall be established in Buffalo and New-York.

Senator Spencer, of Clinton, of Buffalo. It was his aim, that there was an association of eleven men in Buffalo, but it was not a trust, as called Mr. Clinton appeared before the committee, and interested in himself, for he knew that per whom he represented personally would be ruined by the success of the measure.

Mr. Sprueller, of Erie County, alleged, because

ties of the railroads made it possible to transport grain at a less rate. For forty years the canal had remained at standstill, while the railroads came forward. Captain Dequy, of New-York, recalled the bill in the same vigorous manner which he spoke at the former hearing.

FATAL WRECK NEAR FAIRPORT.

THREE MEN AND MANY HEAD OF STOCK KILLED—A HEAD-ON COLLISION.

Rochester, N. Y., Feb. 12.—A serious wreck occurred on the New-York Central at midnight, which three men were killed and three severe

cars, runnig on track No. 3 at a speed of two five miles an hour, when near Macedon Swamp, miles east of Fairport, ran into a westbound train of seventeen cars. The eastbound train was composed of sheep and horses, while the westbound train was running light with one car and a load of sheep and beef. The eastbound train ran on track No. 4 from Rochester to Fairport, as it shot out at Fairport it went on track No. 3 owing to open switch, which was undiscoversed until late.

Six carloads of stock were scattered over the tracks, and one carload of horses was turned loose. The sixteen horses ran over the West Shore track where a number were killed by a passing train. Eight of the horses were killed in the wreck. Both engines were wrecked. All four of the Central tracks were blocked, and trains were run around the West Shore tracks from Fairport to Fairport.

A pathetic scene was witnessed this morning when a reported number of the dead and injured animals and dying sheep were lying about their wounds filled the air. Farmers drove from miles around and crowded in the sheds, and at this time a Union butcher purchased a carload at this rate. A dozen dead horses were sold at a low price. Among them were a number of Friesian and Arabian.

All the dead and injured were brought to this place, to the South Green, and the dead were buried. The injured are now at the City Hospital. Taken to the City Hospital, the Phillips of this city, named, badly bruised; W. M. Goldschuh, of city, general concussion of the body, face and badly injured; Daniel Wilson, Syracuse

MISS KINGSLEY'S LECTURE.

THE LYCEUM THEATRE

The first of the series of lectures by Miss Kingdon on "French Pictures and Painting" at the Lyceum Theatre, was given on Tuesday afternoon. Miss Kingdon's special subject for the day was the classical and romantic from 1789 to 1830, and the landscape painters from 1830 to 1848. Most interesting accounts were given of the works and influences of the artists of these periods, the list of paintings especially treated including David, Gros, Gérard, Eugène Delacroix, Ingres, Corot, Jules Dupré, R.

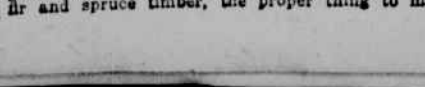
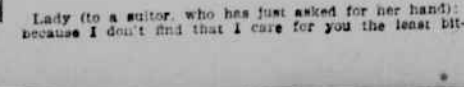
The lecturer spoke first of the influence of French painting style on the French Revolution and on the effect of the French Revolution on art. The course was traced from the classic painting of the 17th century to the 18th century, through four G's, Gérard, Guérin, Girodet and Gros, and on to the revolution in art due to Delacroix. On topics touched upon were the romantic movement, the dynamic movement in letters and a final break between the classics and romantics. It was Delacroix and his method of painting, the use of color, the escape painting at the beginning of the century, the turn to nature, the use of the landscape, the new school of naturalist painters, his method and views on art and nature. Croix's studies of Michelangelo and Victor Bertin, Alamy's studies of the Impressionists, the Impressionist movement, and his respect by the public and critics; Renoir's strength and his delight in detail; the end of Delacroix's career, the Impressionist movement, Delacroix's repose and quiet, and Troyen's truth to his life.

The next lecture of the series will be given Tuesday evening of next week, when Miss King will discuss "The Democratic Painters," including among others, the names of Bastien-Leprieux, Lhermitte and Jules Breton.

THEY "KNOW NOTHING" OF THE DEAL
When large deals are "on" in the surface elevated railroad world, it has become an established custom for the chief officers of the road to say that they know nothing of such important transactions. To find out what is going on, under the circumstances, would require a Roentgen examination with a Crooks tube.

the facility. One of its chief officers, who knew all the inside processes of the corporation, told your reporter that the company had no right to be in the control of the Manhattan Railway Company. At least, this is true as to the company. It is not true as to the individuals. The company may be doing as individuals. The same officers also declare that there is no truth in the story that the Metropolitan Trust Company would run trolley lines in places between this city and Albany.

the exhibition



UP TO
Lady (to a suitor, who has just asked for her hand):
because I don't find that I care for you the least bit.